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Docket #97-182

BRAZIL-CLAY COUNTY AIRPORT
475E CR 600N
Brazil, IN 47834
(812) 443-0018

October 2, 1997

Mr. William F. Caton
Acting Secretary
Federal Communications Commissions
Office of the Secretary
1919 M Street, N. W.
Washington, DC 20554

Dear Mr. Secretary:

This letter is in opposition to the proposed rule as published in the 2 September 1997, Federal Register, FCC 97-296 entitled "Pre-emption of State and Land Use Restrictions on the Siting, Placement and Construction of Broadcast Transmission Facilities".

While the new Digital Television System (DTV) reportedly may bring additional excitement and other entertainment to its users, it will not be nearly as exciting as the unnecessary dodging of transmission towers by aircraft while on an approach for landing at your local airport. The continued involvement by state and local land use authorities in the construction of any obstacles in proximity to an airport or airport approach corridors is an integral part of the chain that comprises the public's guarantor in aviation safety and therefore, should not be circumvented.

In addition, the time guidelines referenced in the proposed rule for local response of 21 and 45 days is simply not enough time to fairly evaluate any proposed construction for an entity which meets once per month such as ours. Further, written approval should be required at a minimum from the Federal Aviation Administration and State Aeronautical authorities prior to any construction of transmission towers which may have an impact on airport operations or aviation safety. Currently, the proposed rule with its"no response is okay to construct" time limits for state and local land use authorities is an accident waiting to happen.

Thank you for this opportunity to comment.

Sincerely,

Robert O. Smith

Robert Owen Smith
President, Board of Aviation Commissioners

cc: R. Troy Allen - IDOT-AS

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Docket #97-182

La Porte Municipal Airport Authority

Post Office Box 1816
La Porte, IN. 46352

October 1, 1997

Office of the Secretary
Federal Communications Commission
Washington, D.C. 20554

Re: Proposed Rule: Preemption of State and Local Zoning and Land Use Restrictions on the Siting, Placement and Construction of Broadcast Transmission Facilities
47 CFR Part 1
FCC 97-296

Gentlemen:

Please allow me to object to the proposed rule which would permit the Federal Communications Commission to preempt state and local zoning and land use restrictions for the purpose of making it easier to construct broadcast transmission facilities.

The La Porte Municipal Airport is a general aviation facility located approximately sixty miles southeast of Chicago. We have invested millions of local dollars in this facility, and the federal government, through the Federal Aviation Administration, has invested millions more.

We believe the proposed rule is ill advised at best and dangerous at worst. It is no secret that airports and broadcast transmission facilities are not good neighbors. It is for this reason that state and local zoning laws and land use restrictions have been implemented.

In the case of the La Porte Municipal Airport, the City of La Porte adopted a local zoning ordinance in 1978 which carefully addresses the problem in an effort to comply with the various zones set forth in Part 77 of the Federal Air Regulations. To preempt those restrictions and ordinance at this point would be to make a mockery of the careful planning which has gone into our facility. As I understand your proposed rule, the perceived need for a good television signal could result in the construction of a tower adjacent to an airport regardless of the safety hazard. Merely marking the lighting of these towers will not eliminate the danger they pose. Our local Zoning Board and the Indiana Department of Transportation would have no authority to comment on the matter.

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While no one denies the economic value of a good television signal, I would hope that no one would deny the economic value of the airports throughout the country and the immeasurable value of the human lives which are transported each day from airports large and small.

As an example of the economic value of airports in Indiana, I am enclosing a copy of an independent survey prepared by the Aviation Association of Indiana for the year 1995, the last full year for which statistics are available.

We believe the proposed rule constitutes a shotgun approach to the perceived problem. Airports have lived in harmony with tall towers for years and can continue to do so in the future if this proposed rule is not promulgated. We are particularly distressed with the fact that the rule is being proposed in the name of "a speedy conversion" to DTV and "construction deadlines." These are transitory problems. Nevertheless, the proposed solution will create permanent dangers to the national airport system in general and to many airports, such as the La Porte Municipal Airport, in particular. The current system is providing the protection and safety needed by airports and airport users. The same system has accommodated the construction of new broadcast facilities. We ask the Commission not to scrap the current system in the name of an "expedited construction schedule."

Yours very truly,

Edward L. Volk, President
La Porte Municipal Airport Authority

ELV:sjm
Enclosure

AAI

AVIATION ASSOCIATION OF INDIANA

THE ECONOMIC IMPACT OF AIRPORTS IN INDIANA

Total 1995 economic impact is more than **$3.1 billion.**

More than **16,200** people are employed at Indiana airports.

Airport jobs generate more than **$375 million** in direct wages.

Indiana has **108** public use airports and heliports that provide a vital link to the national air transportation system.

Since the first AAI Economic Impact Study was published in 1984, adjusting for inflation, the economic impact of Indiana airports has **tripled**.

SUMMARY REPORT
OCTOBER 1996

Preface

In this age of budget tightening, capital funding reductions and scrutiny of public entity operations, airports are finding more and more that they need to better justify their needs if not their very existence. This is more of a challenge for smaller airports than for the larger ones. The larger commercial service airports have more opportunity to be self supporting and have much more visibility to the general public. For smaller airports, economic impact studies get closer to the real benefits and costs of the airport facilities than comparing operating costs to revenues. Economic impact studies, such as this one prepared by the Aviation Association of Indiana (AAI) for the public use airports in Indiana apply a factor for economic activity generated by the airport rather than just counting the dollars generated by the airport operator.

As discussed in the article "America's Future in Airport Infrastructure," *Airport Magazine*, July/August 1996, when viewing airport infrastructure what we really need to ask is "What would the local economy look like without it (airport infrastructure)? What business activity would be lost to the national economy if the system of airports didn't exist? If we could calculate that enormous cost, we could determine the economy-wide return on investment for airport infrastructure dollars."

Indiana has numerous businesses that depend on aviation for their livelihood, access to markets, and transportation. This economic impact study is a method of measuring on a statewide scale the value of airports in dollars and cents. Or, from a reverse point of view, the economic loss that the State would incur if the airports did not exist.

This is the sixth update of the *AAI Economic Impact Study of Airports in Indiana* since the original study was published in 1984. It reflects economic data collected for 1995. AAI's Aviation Awareness Committee reevaluated and updated the formulas for the previous study published in 1994. The 1994 updates were based on the industry standards that have been developed over the years since the first AAI study in 1984. AAI has continued to use conservative estimates and formulas, with the belief that conservative, reasonable figures would be more credible than just huge unprincipled numbers. The changes made to the formula in 1994 have been reviewed and found to still be valid for this 1996 update. In addition, by not modifying the formulas since the last update, a better measure of economic comparison is available.

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Executive Summary

A statewide study of the economic impact of Indiana airports has been conducted by the Aviation Awareness Committee of the Aviation Association of Indiana (AAI). This study is the sixth update. The first study was completed in 1984. The study addresses individually the value of the economic benefits generated at airports throughout the State of Indiana and totals in dollars their combined economic benefit for the State.

To summarize the findings of this study:

- The total annual impact of direct and indirect airport economic activity on Indiana's economy is estimated to be more than **$1.9 billion**. These expenditures in turn generate an induced annual impact of more than **$880 million**. In addition, transportation cost savings exceeded more than **$304** million providing a total annual impact of more than **$3.1** billion.

- Airports mean jobs to communities. At Indiana airports, more than **14,200 people** are employed. These jobs represent more than $375 million in direct wages statewide.

- Tax revenues from aviation excise, sales and use taxes totaled more than **$3 million** in 1995. These taxes are paid annually by aviation users into the state treasury.

- Adjusted for inflation, the economic impact of Indiana airport's has **tripled** since the first study was published in 1984. Since the first publication, the formula has been updated periodically to keep it current and in some ways make it more conservative.

- Since the 1994 study, the economic impact of Indiana airports adjusted for inflation has increased **14%**.

In addition to the impact created by airports in the State of Indiana, the aviation industry impacts the State through university programs, access to travel, weather services, customs services, and foreign trade zones. This study identifies the impact of direct expenditures (on the airport), indirect expenditures (off airport

expenditures resulting from the airport), and induced expenditures (dollar turnover due to airport spending) generated in the community as a result of airport spending. In addition, transportation cost savings have been estimated for each airport to identify the value of a local facility compared to using a more distant airport. A variety of sources were tapped to devise viable formulas for relating survey data, operational data, and based aircraft data to an airport's dollar value. When calculating the induced impact, or "multiplier effect," conservative multipliers have been used, which are documented in the formula explanation section of this report.

For this study, 108 surveys were sent out to the public use airports in Indiana; 51 were returned. Of the 108 airports surveyed, 71 are publicly owned. Of the publicly owned airports 48 returned the survey. Based aircraft, operational data, averages from the survey responses, and U.S. Department of Transportation recommended values were also examined for all the public use airports. These other figures allowed conservative estimates to be made for airports that did not return a survey.

An Appendix to the report is available that details the findings at each airport. Should further information about this study be desired, please contact Bart Giesler, Aviation Association of Indiana, (317) 255-3930; Susan Zellers, R.W. Armstrong & Associates, (317) 786-0461 or (800) 321-6959 extension 143; or Gene Olson, INDOT - Aeronautics Section, (317) 232-1489.

Definitions

There are four categories of benefits used in the economic impact formula.

Direct Impacts

Direct impacts are the impacts resulting from the expenditures by the airport and the airport tenants. These expenditures are associated with the providers of services at the airport including the airport operator (public or private), fixed base operators (FBOs), air carriers, freight haulers, concessionaires, government installations, educational institutions, military facilities, flight schools, maintenance operations, and others. The value of the direct impacts is the combined total of all payroll, operating, and capital expenditures. Strictly speaking, the ***direct impacts represent economic activities that would not occur in the absence of the airport.***

Payroll - Payroll includes the payroll of the airport operator for personnel involved in the operation of the airport and airport tenants for personnel on the airport.

Operating Expenditures - Operating expenditures are all expenditures by the airport owner/operator and tenants required to keep the airport and aviation operations open for business. These include office supplies; operating supplies, including rental space, landing fees, fuel fees; repair and maintenance supplies; and other supplies.

Capital Expenditures - Capital expenditures are all expenditures by the owner/operator or tenants for land and buildings, machinery and equipment, facility improvements, and other capital outlays.

Indirect Impacts

Indirect impacts are the impacts from expenditures related to airport activity, but generated away from the airport facility. The indirect impacts include spending from items such as hotels, restaurants, travel agencies, and ground transportation. The level of indirect impacts depends upon the numbers of people traveling through the airport and their spending pattern in the surrounding community.

Induced Impacts

Induced impacts are the impacts from the subsequent rounds of spending and respending in the community, which begin with spending by the airport and airport tenants, otherwise known as the "multiplier effect." This impact could also include the spending and respending made by passengers. But to maintain a more conservative formula, only those expenditures actually made on the airport, direct impacts, have been included to calculate the induced impact.

Transportation Cost Savings

Transportation cost savings are the savings of time and money associated with additional ground transportation that would be required if the airport was not located at its present location and an alternate comparable airport was used.

Formula Explanation

The *AAI Economic Impact Study of Airports in Indiana* was developed for the purpose of placing a dollar value on the impact of airport related expenditures that Indiana's airports bring to their respective communities. Many sources have been used in the continual refinement of this formula. The formula combines the analysis of survey data and aircraft operations data.

The formula uses four categories to determine Indiana's airports' worth: direct impacts, indirect impacts, induced impacts, and transportation cost savings.

Direct Impacts:

Airport Payroll and Related Expenditures
\+ Tenant Payroll and Related Expenditures
\+ Airport Operating Expenditures
\+ Tenant Operating Expenditures
\+ Airport Capital Expenditures
\+ Tenant Capital Expenditures
= **Direct Benefits of Airport Spending**

Indirect Impacts:

General Aviation Transient Expenditures
\+ Deplaned Passenger Expenditures
= **Indirect Benefits of Passenger Spending**

Induced Impacts:

Induced Impact of Direct Expenditures
= **Induced Benefits of Money Circulation**

Subtotal Direct, Indirect and Induced Impacts
\+ ***Transportation Cost Savings***

= **TOTAL ECONOMIC IMPACT OF AIRPORT**

Direct Impacts

Most direct impact information is supplied by the airport through the survey process. The total for each category – airport and tenant payroll, airport and tenant operating expenditures, and airport and tenant capital expenditures – are summed to calculate the direct impact. Not all airports will have spending in each of the categories every year.

If an airport did not return a survey, the direct impacts were estimated by using United States Department of Transportation employment estimates per based aircraft and average salary of airport operators and tenants on general aviation (GA) airports returning the AAI survey. The 1995 average salary at responding GA airports was $26,076.

Number of Based Aircraft	10 - 19	20-49	50-99	100 and over
Number of Employees	1	3	7	14

Source: U.S. DOT Estimating the Regional Significance of Airports, September 1992.

At the largest airport (Indianapolis International Airport), only 50% of all of the capital expenditures were used in the formula. This was done so as to be consistent with the study conducted solely for Indianapolis International Airport, which used the 50% factor to account for what would stay in the local area. In assembling the AAI formula, it was determined that this is a reasonable assumption at large airports that are at least a medium hub airport, but not at the other airports in Indiana. At Indianapolis International Airport, some of their largest tenants have headquarters in other areas of the country. Also, some of the capital improvement projects may be specialized enough that only a select number of contractors in the country would have the skills or equipment to complete the project. At the other airports in Indiana, the tenants are primarily headquartered locally and most of the construction can be accomplished by local area contractors.

Direct Impacts = airport payroll + tenant payroll + airport operating expenditures + tenant operating expenditures + airport capital expenditures + tenant capital expenditures

Indirect Impacts

Indirect impacts are calculated using formulas based on transient aircraft operation data and deplaned passenger data available from INDOT, the air traffic control tower at towered airports and the commercial service airports. This data is used to calculate the general aviation (GA) transient expenditures (expenditures made by people using general aviation aircraft to travel into the airport from another location more than 20 miles away) and deplaned passenger expenditures (expenditures made by people arriving via commercial aircraft). Some airports have both types of expenditures. Many airports in Indiana will only have general aviation transient expenditures because airline service is not available at the airport. The Indiana Department of Transportation (INDOT) keeps records of aircraft operations through their aircraft traffic counting program. Therefore, even if no survey is returned the indirect impacts of an airport can be calculated.

Indirect Impacts = General Aviation Transient Expenditures + Deplaned Passenger Expenditures

General Aviation Transient Expenditures equal . . .

- general aviation transient operations *(estimated from INDOT and local records)*
- **divided** by 2 for trips (one landing and one takeoff)
- **multiplied** by an average of 2.5 people on the aircraft *(AOPA's 1996 Aviation Fact Card)*
- **multiplied** by an average of $70.00 spending per person per day *(DKS&A Directions for the State of Indiana Second Quarter 1995-First Quarter 1996)* or local data where available
- **multiplied** by an average stay of 1.1 days *(DKS&A Directions for the State of Indiana Second Quarter 1995-First Quarter 1996)* or local data where available.

Deplaned Passenger Expenditures equals . . .

- Number of deplaned passengers *(from local records)*

- **multiplied** by $70.00 spending per person per day *(DKS&A Directions for the State of Indiana Second Quarter 1995-First Quarter 1996)* or local data where available

- **multiplied** by 1.1 days *(DKS&A Directions for the State of Indiana Second Quarter 1995-First Quarter 1996)* or local data where available.

Indirect Impacts = (GA Transient Operations÷ 2 **x** 2.5 passengers per operation **x** $70.00 per person day or local data **x** 1.1 days or local data) + (number of deplaned passengers **x** $70.00 per person day or local data where available **x** 1.1 days or local data where available)

Induced Impacts

Induced impacts are the multiplier effect of the direct impacts. It was assumed that 50% of the direct spending stays in the community during each round of spending and 50% leaves the community. Based on the 1992 velocity of money (turnover of money in the economy) of 6.1, the initial expenditure of $1 will lead to a total spending of about $2 within one year *(Indianapolis International Airport Economic Impact and Community Services)*. In other words, each dollar in direct spending generates an additional dollar through turnover. Induced impacts can only be calculated for airports for which there are direct impacts.

Induced Impacts = Direct Impacts **x** 1

Transportation Cost Savings

The transportation cost savings formula uses the value of time and the cost of ground transportation to the nearest comparable alternate facility. There may be two alternate facilities for an airport with commercial service, one for the commercial service element of their traffic and one for the general aviation element of their traffic. Most airports in Indiana will only have transportation cost savings due to general aviation traffic. Transportation cost savings were estimated for all airports whether or not they returned a survey by identifying an alternate comparable facility.

Transportation Cost Savings = value of time + travel costs

Value of Time equals . . .

- General aviation operations *(INDOT record)* **multiplied** by 2.5 people per operation *(AOPA)* **multiplied** by the distance to the alternate airport *(various maps)*

- **plus** enplaned **plus** deplaned passengers *(airport data)* **multiplied** by distance to alternate airport *(various maps)*

- all of the above **divided** by 45 mph *(FAA recommended average driving speed)*

- **multiplied** by $20,262 *(Indiana 1995 average per capita income from U.S. Department of Commerce News)*

- **divided** by 2,080 work hours per person year *(52 weeks with 40 hours per week).*

Travel costs equal . . .

- general aviation operations *(assume if people fly together they will drive together)* **multiplied** by alternate distance

- **plus** enplaned passengers **plus** deplaned passengers **divided** by 3.7 persons per car *(1993 Tourist Expenditures in Indiana Counties)* **multiplied** by alternate distance

- all of the above **multiplied** by $0.25 per mile *(State of Indiana reimbursable mileage costs)*

Transportation Cost Savings = {(GA operations **x** 2.5 people per operation **x** alternate distance) + [(enplaned + deplaned passengers) **x** alternate distance]}÷ 45 mph **x** $20,262 per year ÷ 2,080 work hours per person year + {(*GA* operations **x** alternate distance) + [(enplaned + deplaned passengers)÷3.7 people per car **x** alternate distance]} **x** $0.25 per mile

Study Findings

Airports mean value and jobs to a community. The total economic impact is the combination of economic benefit and transportation cost savings.

Economic Benefit

The total economic benefit of direct and indirect economic activity on Indiana's economy is estimated to be more than **$1.9 billion**. These expenditures then turnover in the communities through spending and respending generating an additional **$880 million** within one year. This provides economic benefit of more than **$2.8 billion**.

Transportation Cost Savings

By having 108 public use airports located throughout Indiana and by not having to travel additional distances, the residents realize a transportation cost savings of **$304 million** in time value and travel expense.

Total Economic Impact

Combining the economic benefits and transportation cost savings results in a total economic impact of more than **$3.1 billion** for Indiana airports.

Jobs

Airports mean jobs to communities. At Indiana airports responding to the survey, more than **14,200 people** are employed representing more than **$375 million** in wages.

There are other values of airports as well.

There are some benefits that Indiana's airports provide that may be difficult to quantify with a dollar amount or are primarily only available as an aggregate total for the state.

Access to travel

The growth of passenger traffic and total operations over the last decade is a good reflection of the increasing access to aviation and aviation services available to the residents of Indiana.

Tax Revenue
Indiana collects excise, sales and use taxes on aircraft. For 1995, this amounted to collections of **$395,600** in excise taxes, more than **$2.5 million** in sales taxes and **$70,100** in use taxes. The amount for sales tax only includes individuals selling aircraft and does not include sales by Indiana Aircraft Dealers. The amount collect by dealers cannot be determined at this time because the breakdown is not available. Based on only the wages reported in the survey, Indiana also collects individual income taxes of **$12.7 million** from people employed on airports. The amount of corporate income tax that Indiana's airports help to generate is indeterminable. For 1995, AAI estimates that Indiana collected at least **$15.7 million** in tax revenue related to airports.

Education
Most airports in Indiana offer tours to schools, scouts and other groups. In addition, programs through Purdue University, Indiana State University, Ivy Tech State College and Vincennes University supply educated people to fill jobs in the aviation industry.

Flight Instruction
Most airports in Indiana have flight instruction available at the airport, which builds a supply of pilots for tomorrow.

National Weather Service
Three airports in Indiana, Fort Wayne International, Indianapolis International and Michiana Regional Transportation Center, support a local office of the National Oceanic and Atmospheric Administration which collects important information on regional weather conditions on a 24 hour basis.

International Customs Service
Two airports in Indiana, Fort Wayne International and Indianapolis International, provide customs service to international shippers. In addition, Hulman Regional is in the process of establishing customs service at the airport. These services are advantages to local industries and passengers. In Fort Wayne, local industries depend on Fort Wayne International Airport to move materials across the nation's borders and to ship foreign materials into Fort Wayne. Most of the shipments through Fort Wayne involve auto parts for Canadian plants. Companies can save thousands of dollars being able to go through customs at Fort Wayne rather than having to land the plane an additional time in Buffalo or Detroit. At Indianapolis, the customs service allows the airport to handle passengers returning from foreign destinations and also to process freight from foreign destinations.

Foreign Trade Zones
Four airports in Indiana have a designated foreign trade zone, including subzones. These airports include Fort Wayne International, Gary Regional, Indianapolis International, and Michiana Regional Transportation Center. A foreign trade zone (FTZ) is a port of entry for companies that manufacture and distribute all types of products. Goods can be brought into the FTZ for processing without import taxes. Import taxes are not paid until the materials leave the FTZ and enter the United States, usually as a part of a finished product. This can result in tax savings if the finished product is taxed at a lower rate than the individual parts. If the materials leave the FTZ and do not enter the United States, then no import taxes are paid.

Economic Attraction
Airports are an important part of the equation when an area is looking to attract or retain industries. There are many industries in Indiana that depend on airports to reach their markets. Because of the air access, the industries are able to locate in Indiana providing jobs and taxes for the State. The Evansville Regional Airport was useful in the local leaders' efforts to attract two large economic projects, Toyota Motors and Con Agra. Executives from both companies flew into southern Indiana and used the Evansville Regional Airport as they did their site investigations. Airports also support local existing industries. The Warsaw Municipal Airport is a key to supporting the local biomedical industries. These industries depend on the airport to be able to bring potential clients to their facilities for marketing. These efforts have increased the demand for their products, which means increased jobs to the city. The airport also allows air freight access for just in time delivery for these industries.

With its central location, Indiana airports are a prime location for industries in the overnight freight business. Three overnight couriers: Federal Express, U.S. Postal Service, and American International Freight and one daytime carrier, Daylight Express, have hubs in Indiana.

Airports are also a magnet for industries large and small. It is impossible to measure the full effect of what an airport does for the businesses in the community. Airports not only attract businesses, such as the United Maintenance Center, but also allow Indiana businesses to reach out to markets across the county and the world. Whether companies are as large as Cummins Engine Company in Columbus or Steel Warehouse in South Bend, operating jet aircraft or piston aircraft, these

corporations use their local airports extensively to fly to customers or to bring customers to visit their facilities and offices. In the developing global economy, with a local airport, regardless of size, the world is at their doorstep and that means business opportunities.

Aviation and airports are an essential component of the dynamic Indiana economy. The vigor of the aviation industry in Indiana is both a cause and consequence of the economic growth recorded by the local and state economies during the last twelve years.

Indiana must continue to exhibit a strong commitment to aviation. This will provide our communities, both large and small, a continued "vital link" to the national and international air transportation system.

Airport Name Associated City	Ownership	Direct & Indirect Impact of Airport Expenditures	Induced Impact of Airport Expenditures	Transportation Cost Savings	1995 Total Economic Impact	Survey Returned
Alexandria Alexandria, Indiana	Private	$277,866	$26,076	$82,790	$386,732	No
Ace Airpark Anderson, Indiana	Private	$125,895	$0	$20,697	$146,592	No
Anderson Municipal Anderson, Indiana	Public	$3,599,995	$1,919,605	$374,780	$5,894,380	Yes
Tri-State Steuben County Angola, Indiana	Public	$747,492	$106,625	$356,864	$1,210,981	Yes
Riley Field Attica, Indiana	Private	$20,983	$0	$6,899	$27,882	No
DeKalb County Auburn, Indiana	Public	$3,405,000	$2,404,000	$215,994	$6,024,994	Yes
V.I. Grissom Municipal Bedford, Indiana	Public	$1,161,890	$310,000	$300,113	$1,772,003	Yes
Shawnee Field Bloomfield, Indiana	Private	$82,743	$26,076	$155,231	$264,050	No
Monroe County Bloomington, Indiana	Public	$13,505,895	$10,720,000	$1,012,803	$25,238,698	Yes
Miller Bluffton, Indiana	Private	$277,866	$26,076	$62,092	$366,034	No
Boonville Boonville, Indiana	Public	$73,861	$0	$68,991	$142,852	No
Brazil Clay County Brazil, Indiana	Public	$132,202	$26,076	$56,918	$215,196	No
Clinton Clinton, Indiana	Private	$173,812	$26,076	$94,863	$294,751	No
Pam's Place Airport Cloverdale, Indiana	Private	$20,938	$0	$3,450	$24,388	No
Columbus Municipal Columbus, Indiana	Public	$14,035,559	$9,180,112	$712,720	$23,928,391	Yes
Mettel Field Connersville, Indiana	Public	$1,146,320	$645,050	$206,025	$1,997,395	Yes

Airport Name Associated City	Ownership	Direct & Indirect Impact of Airport Expenditures	Induced Impact of Airport Expenditures	Transportation Cost Savings	1995 Total Economic Impact	Survey Returned
Converse Converse, Indiana	Public	$25,983	$5,000	$3,450	$34,433	Yes
Crawfordsville Municipal Crawfordsville, Indiana	Public	$1,181,907	$78,138	$365,844	$1,625,889	No
Decatur Hi-Way Decatur, Indiana	Private	$83,930	$0	$27,597	$111,527	Yes
Delphi Municipal Delphi, Indiana	Public	$191,777	$26,076	$72,441	$290,294	No
Elkhart Municipal Elkhart, Indiana	Public	$9,553,850	$7,166,560	$498,910	$17,219,320	Yes
Elwood Elwood, Indiana	Private	$104,073	$0	$41,395	$145,468	No
Evansville Regional Evansville, Indiana	Public	$50,703,778	$21,035,788	$14,589,039	$86,328,605	Yes
Skylane Evansville, Indiana	Private	$335,054	$78,228	$124,185	$537,467	No
Flora Municipal Flora, Indiana	Public	$4,813	$0	$791	$5,604	No
Ft. Wayne International Ft. Wayne, Indiana	Public	$157,149,158	$98,409,236	$15,842,645	$271,401,039	Yes
Smith Field Ft. Wayne, Indiana	Public	$222,109	$78,228	$118,243	$418,580	No
Frankfort Municipal Frankfort, Indiana	Public	$1,349,659	$241,205	$354,341	$1,945,205	Yes
Franklin Flying Field Franklin, Indiana	Private	$405,135	$78,228	$212,149	$695,512	No
French Lick Municipal French Lick, Indiana	Public	$352,765	$92,967	$93,431	$539,163	Yes
Galveston Galveston, Indiana	Public	$4,813	$0	$791	$5,604	Yes
Shenk Garrett, Indiana	Private	$10,318	$0	$27,597	$37,915	No

Airport Name Associated City	Ownership	Direct & Indirect Impact of Airport Expenditures	Induced Impact of Airport Expenditures	Transportation Cost Savings	1995 Total Economic Impact	Survey Returned
Gary Regional Gary, Indiana	Public	$9,429,318	$4,498,207	$433,382	$14,360,907	Yes
Goshen Municipal Goshen, Indiana	Public	$2,709,850	$1,940,000	$408,299	$5,058,149	Yes
Putnam County Greencastle, Indiana	Public	$343,097	$78,228	$195,985	$617,310	No
Pope Field Greenfield, Indiana	Private	$267,775	$26,076	$82,790	$376,641	No
Greensburg-Decatur County Greensburg, Indiana	Public	$335,073	$78,228	$351,856	$765,157	No
Howard County Greentown, Indiana	Private	$41,965	$0	$10,349	$52,314	No
Greenwood Municipal Greenwood, Indiana	Public	$1,869,928	$672,000	$1,230,887	$3,772,815	Yes
Griffith-Merrillville Griffith, Indiana	Private	$11,471,731	$8,529,126	$405,071	$20,405,928	Yes
Hagerstown Hagerstown, Indiana	Private	$185,066	$0	$24,147	$209,213	No
Lee's Bottom Airport Hanover, Indiana	Private	$41,965	$0	$6,899	$48,864	No
Hobart Sky Ranch Hobart, Indiana	Private	$113,385	$26,076	$67,267	$206,728	No
Huntingburg Huntingburg, Indiana	Public	$6,467,330	$6,113,635	$447,305	$13,028,270	Yes
Huntington Municipal Huntington, Indiana	Public	$758,427	$78,228	$279,566	$1,116,221	No
Brookside Airpark Indianapolis, Indiana	Private	$93,478	$78,228	$124,185	$295,891	No
Eagle Creek Airpark Indianapolis, Indiana	Public	$9,166,658 Note 1	Note 1	$627,925	$9,794,583	Yes
Indianapolis Heliport Indianapolis, Indiana	Public	$907,060 Note 1	Note 1	$32,621	$939,681	Yes

Note 1: Direct and Induced Impacts included in Indianapolis International figures.

Airport Name Associated City	Ownership	Direct & Indirect Impact of Airport Expenditures	Induced Impact of Airport Expenditures	Transportation Cost Savings	1995 Total Economic Impact	Survey Returned
Indianapolis International Indianapolis, Indiana	Public	$1,316,896,968	$561,837,625	$230,775,881	$2,109,510,474	Yes
Indianapolis Metropolitan Indianapolis, Indiana	Public	$5,409,525 Note 1	Note 1	$466,903	$5,876,428	Yes
Indianapolis Terry Indianapolis, Indiana	Private	$1,063,309	$475,476	$671,123	$2,209,908	Yes
Mount Comfort Indianapolis, Indiana	Public	$6,718,140 Note 1	Note 1	$671,123	$7,389,263	Yes
Post-Aire Indianapolis, Indiana	Private	$188,843	$0	$46,569	$235,412	No
Speedway Indianapolis, Indiana	Public	$1,834,470 Note 1	Note 1	$155,231	$1,989,701	Yes
Clark County Jeffersonville, Indiana	Public	$5,565,879	$365,064	$1,068,777	$6,999,720	No
Kendallville Municipal Kendallville, Indiana	Public	$294,406	$78,228	$205,075	$577,709	No
Kentland Municipal Kentland, Indiana	Public	$112,063	$20,076	$70,661	$202,800	No
Starke County Knox, Indiana	Public	$598,363	$78,228	$76,349	$752,940	No
Wheeler Knox, Indiana	Private	$146,878	$0	$24,147	$171,025	No
Glenndale Kokomo, Indiana	Private	$58,018	$26,076	$65,542	$149,636	No
Kokomo Municipal Kokomo, Indiana	Public	$2,734,054	$1,121,000	$265,190	$4,120,244	Yes
Aretz Lafayette, Indiana	Private	$349,322	$78,228	$117,285	$544,835	No
Purdue University (West) Lafayette, Indiana	Public	$16,327,313	$9,018,880	$1,946,529	$27,292,722	Yes
Lake Village Lake Village, Indiana	Private	$124,596	$0	$31,046	$155,642	No

Note 1: Direct and Induced Impacts included in Indianapolis International figures.

Airport Name Associated City	Ownership	Direct & Indirect Impact of Airport Expenditures	Induced Impact of Airport Expenditures	Transportation Cost Savings	1995 Total Economic Impact	Survey Returned
LaPorte Municipal LaPorte, Indiana	Public	$981,345	$552,840	$176,118	$1,710,303	Yes
Boone County Lebanon, Indiana	Private	$724,717	$78,228	$124,541	$927,486	No
Logansport Municipal Logansport, Indiana	Public	$652,160	$415,000	$97,474	$1,164,634	Yes
Lowell Lowell, Indiana	Private	$56,653	$0	$31,046	$87,699	No
Madison Municipal Madison, Indiana	Public	$1,029,464	$190,000	$383,330	$1,602,794	Yes
Marion Municipal Marion, Indiana	Public	$1,580,799	$817,354	$348,656	$2,746,809	Yes
Mentone Mentone, Indiana	Private	$20,148	$0	$31,046	$51,194	No
Michigan City Municipal Michigan City, Indiana	Public	$1,088,871	$651,000	$186,158	$1,926,029	Yes
Mishawaka Pilots Club Mishawaka, Indiana	Private	$702,898	$182,532	$213,873	$1,099,303	No
White County Monticello, Indiana	Public	$191,803	$78,228	$46,680	$316,711	No
Delaware County Muncie, Indiana	Public	$15,287,120	$10,120,250	$616,551	$26,023,921	Yes
Reese Muncie, Indiana	Private	$248,186	$78,228	$93,138	$419,552	No
Nappanee Municipal Nappanee, Indiana	Public	$222,472	$26,076	$124,185	$372,733	No
New Castle-Henry Co. Munic. New Castle, Indiana	Public	$171,175	$78,228	$116,186	$365,589	No
North Vernon Municipal North Vernon, Indiana	Public	$553,168	$263,000	$145,440	$961,608	Yes
Orleans Orleans, Indiana	Public	$80,465	$0	$13,798	$94,263	No

Airport Name Associated City	Ownership	Direct & Indirect Impact of Airport Expenditures	Induced Impact of Airport Expenditures	Transportation Cost Savings	1995 Total Economic Impact	Survey Returned
Paoli Municipal Paoli, Indiana	Public	$298,560	$29,984	$27,597	$356,141	Yes
Peru Municipal Peru, Indiana	Public	$362,566	$26,076	$212,782	$601,424	No
Plymouth Municipal Plymouth, Indiana	Public	$598,238	$78,228	$189,980	$866,446	No
Portland Municipal Portland, Indiana	Public	$462,408	$290,000	$141,721	$894,129	Yes
Jasper County Rensselaer, Indiana	Public	$165,157	$26,076	$100,876	$292,109	No
Richmond Municipal Richmond, Indiana	Public	$267,053	$78,228	$258,718	$603,999	No
Fulton County Rochester, Indiana	Public	$609,703	$200,000	$195,819	$1,005,522	Yes
Salem Municipal Salem, Indiana	Public	$722,843	$254,500	$213,858	$1,191,201	Yes
Scottsburg Scottsburg, Indiana	Private	$104,913	$0	$43,120	$148,033	No
Freeman Municipal Seymour, Indiana	Public	$856,656	$445,000	$211,484	$1,513,140	Yes
Shelbyville Municipal Shelbyville, Indiana	Public	$1,243,047	$976,000	$337,741	$2,556,788	Yes
Sheridan Sheridan, Indiana	Private	$167,741	$78,228	$147,161	$393,130	No
Michiana Regional Transp. South Bend, Indiana	Public	$197,572,123	$37,845,375	$19,456,826	$254,874,324	Yes
Sullivan County Sullivan, Indiana	Public	$659,352	$384,000	$188,619	$1,231,971	Yes
Perry County Municipal Tell City, Indiana	Public	$141,694	$58,000	$83,391	$283,085	Yes
Hulman Regional Terre Haute, Indiana	Public	$71,475,907	$70,254,061	$854,919	$142,584,887	Yes